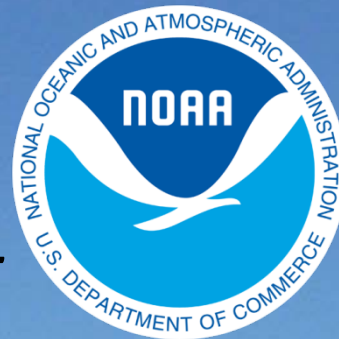


# BookletChart™

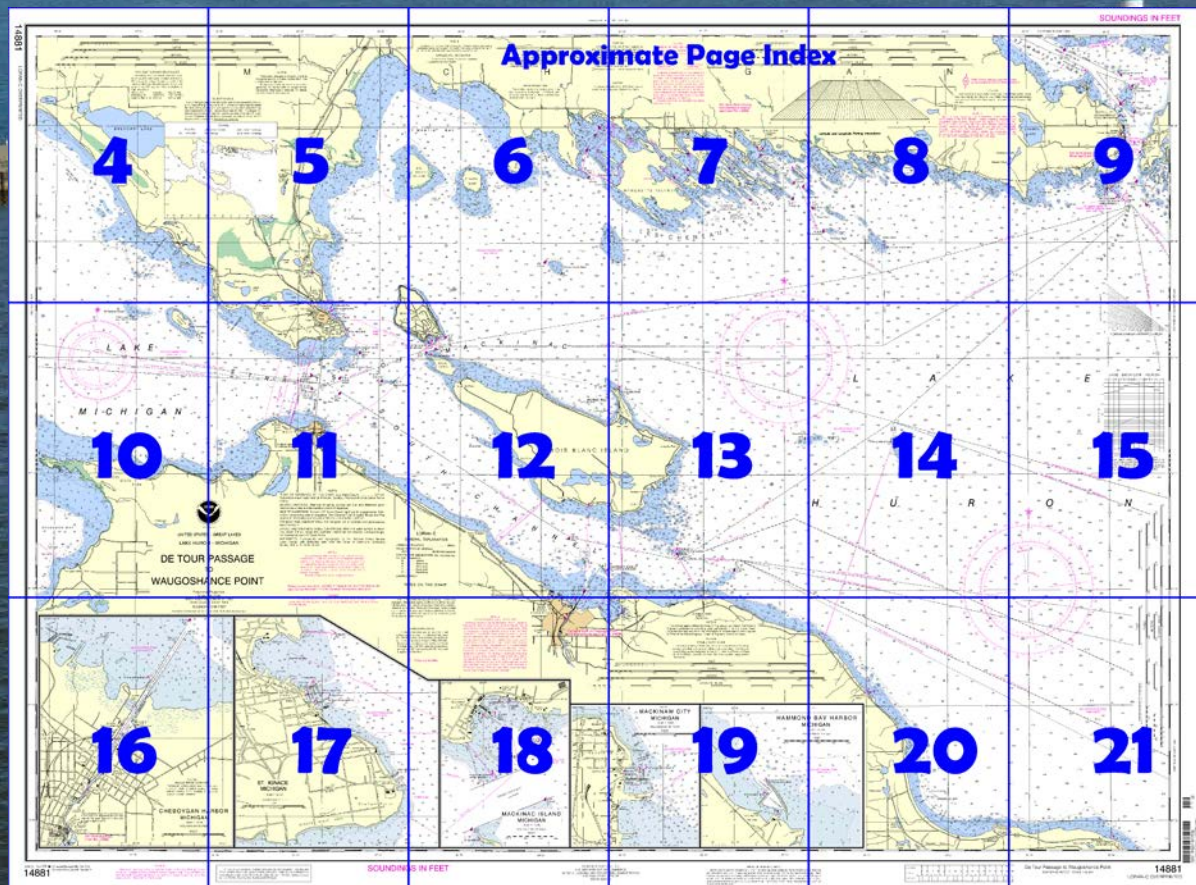


## DeTour Passage to Waugoshance Point NOAA Chart 14881

*A reduced-scale NOAA nautical chart for small boaters  
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14881>



#### (Selected Excerpts from Coast Pilot)

**Forty Mile Point** is a rounding projection 6.6 miles northwest of Rogers City and about 29 miles east-southeast of Cheboygan. **Forty Mile Point Light** (45°29.2'N., 83°54.8'W.), 66 feet above the water, is shown from a square white brick tower on a dwelling on the point. The NW part of Lake Huron forms the approach to, and the E part of, the **Straits of Mackinac**. At its extreme NW end, the lake narrows abruptly to a width

of 4 miles between **Old Mackinac Point** and **Point St. Ignace**, the narrowest part of the Straits of Mackinac. The NW end of the lake is

obstructed by shoals, Reynolds Reef and Spectacle Reef near midlake and Martin Reef off the N shore, and by several islands, Bois Blanc Island the largest. The two main shipping channels through this area lead N and S of Bois Blanc Island.

**Hammond Bay**, an open bight 8.5 miles W of Forty Mile Point, provides shelter in winds from SE through S to NW. Shoals and numerous submerged net stakes extend 1 mile offshore around the bay. Fair anchorage is in the S part of the bay off the mouth of **Ocqueoc River**.

**Hammond Bay Harbor** is a harbor of refuge about 3 miles NW of Hammond Bay and 4 miles SE of Ninemile Point. The harbor basin, protected by two detached breakwaters, is entered through a dredged channel from the NW. (280) At **Cordwood Point** (45°39.8'N., 84°20.0'W.), a lighted buoy marks the outer end of a reef with depths of 20 to 24 feet that extends 1.8 miles NE. During stormy weather with heavy seas, the reef is a danger to vessels transiting South Channel of the Straits of Mackinac.

Between Cordwood Point and **Cheboygan Point**, 4.5 miles W, the shore is low except that a high bluff is within 1 mile of the shoreline in the E part of the reach. A lighted mast on the bluff, 1.2 miles SW of Cordwood Point, is prominent.

**Poe Reef**, with a least depth of 8 feet, is a detached shoal on the N side of South Channel, 2.7 miles SE of Bois Blanc Island with shoals between.

**Poe Reef Light** (45°41.7'N., 84°21.7'W.), 71 feet above the water, is shown from a white and black horizontally banded square tower on a concrete crib on Poe Reef. A fog signal and racon are at the light.

**Zela Shoal**, with depths of 6 feet near its outer end and rocks awash near its midpoint, extends about 2 miles WNW from **Zela Point**, on the SW side of Bois Blanc Island 3 miles NW of Points aux Pins. The outer end of the shoal is marked by a buoy. The remainder of the SW shore of Bois Blanc Island between Points aux Pins and **Lime Kiln Point** has deep water within 0.4 mile.

**Cheboygan Harbor**, serving the city of **Cheboygan, Mich.**, is 2.5 miles SW of Cheboygan Point in the lower part of the **Cheboygan River**. The harbor is a base for commercial fishermen and pleasure craft.

**Spectacle Reef**, with a least depth of 5 feet, is in the approach to the Straits of Mackinac, 10.5 miles E of Bois Blanc Island. **Spectacle Reef Light** (45°46.4'N., 84°08.2'W.), 86 feet above the water, is shown from a gray conical tower on a square concrete pier on the NW side of the shoal.

**Raynolds Reef**, with a least depth of 11 feet, is 6 miles E of Bois Blanc Island. A buoy marks each end of the reef, 1.5 miles long E and W. Coast Guard icebreakers assigned to the Straits of Mackinac are based in St. Ignace and Cheboygan. Their services can be requested through Commander, Coast Guard Group Sault Ste. Marie; VHF-FM channel 16. (See Winter Navigation, chapter 3.)

**Routes.**—The Lake Carriers' Association and the Canadian Shipowners Association have recommended, for vessels enrolled in the associations, the following separation of routes for upbound and downbound traffic in Lake Huron: (see Coast Pilot for details).

It is recommended that the following limit of anchorage be observed in Lake Huron off De Tour Light so that vessels may enter or leave De Tour Passage in time of congestion due to fog or other conditions: No vessel to anchor E of a bearing on De Tour Light of **340°**, or closer than 0.75 mile to the light or N of the De Tour Martin Reef course.

The Coast Guard station is marked by a light.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander  
9th CG District  
Cleveland, OH

(216) 902-6117

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

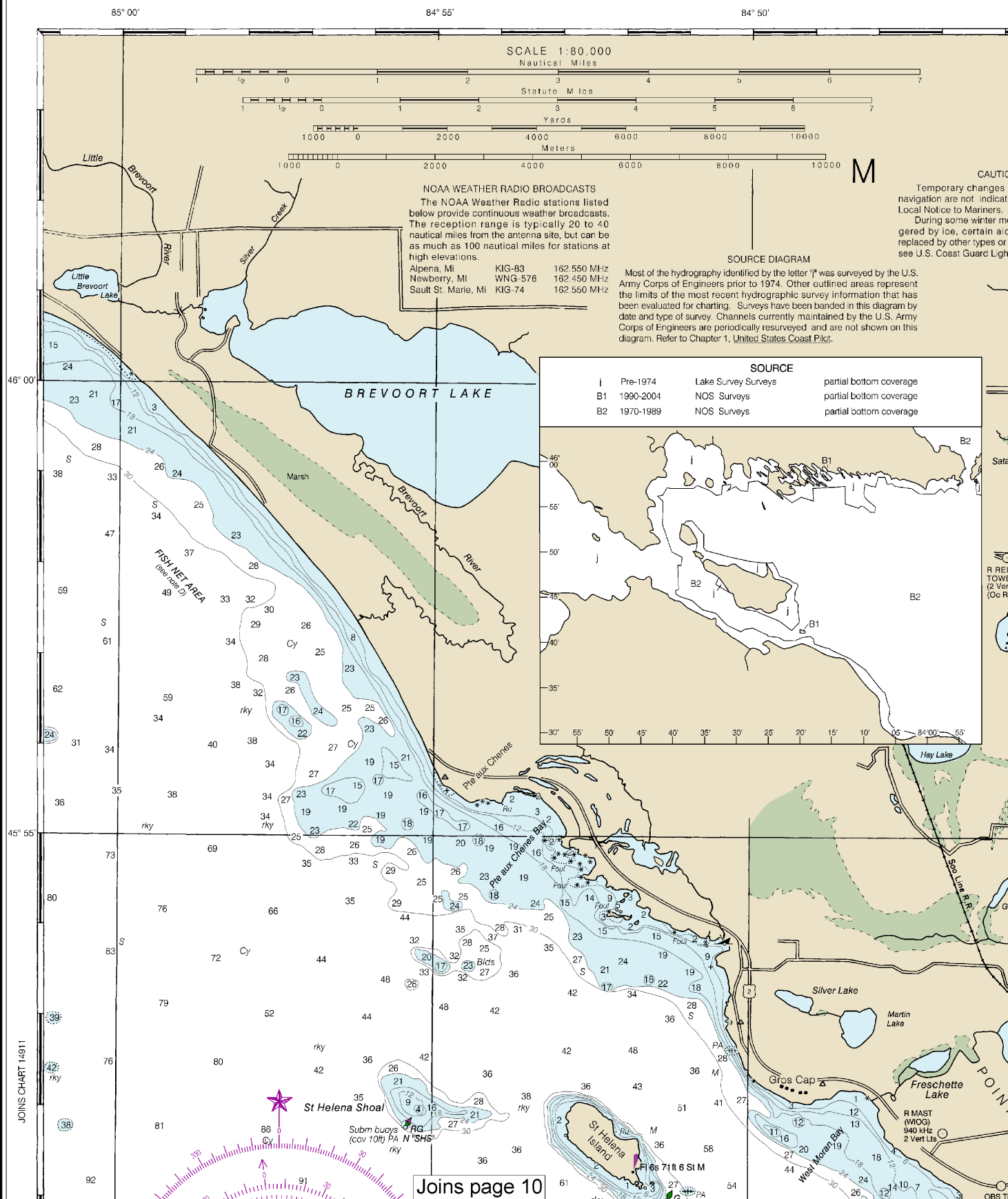
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

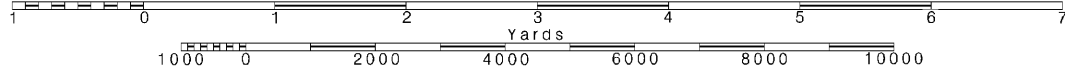


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.





Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

Consult U.S. Coast Pilot 6 for important supplemental information.

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Joins page 12

NO-DISCHARGE ZONE  
(see note Z)

R  
F $F_1$ 

3

19

19

127

13

10

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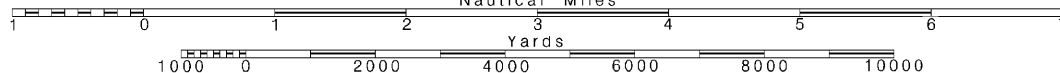
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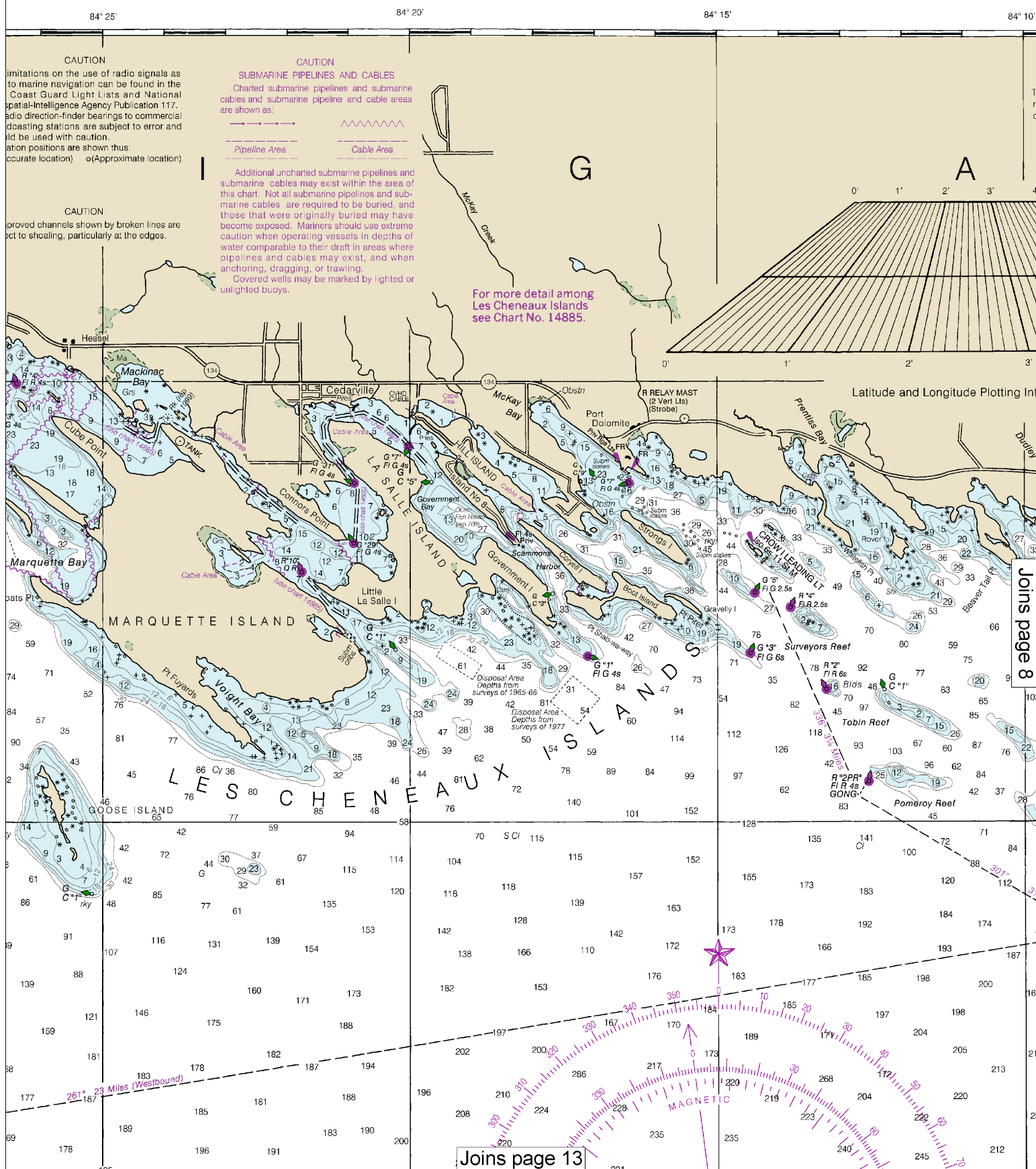
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles


See Note on page 5.

Note: Chart grid lines are aligned with true north.





Last Correction: 12/15/2015. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)



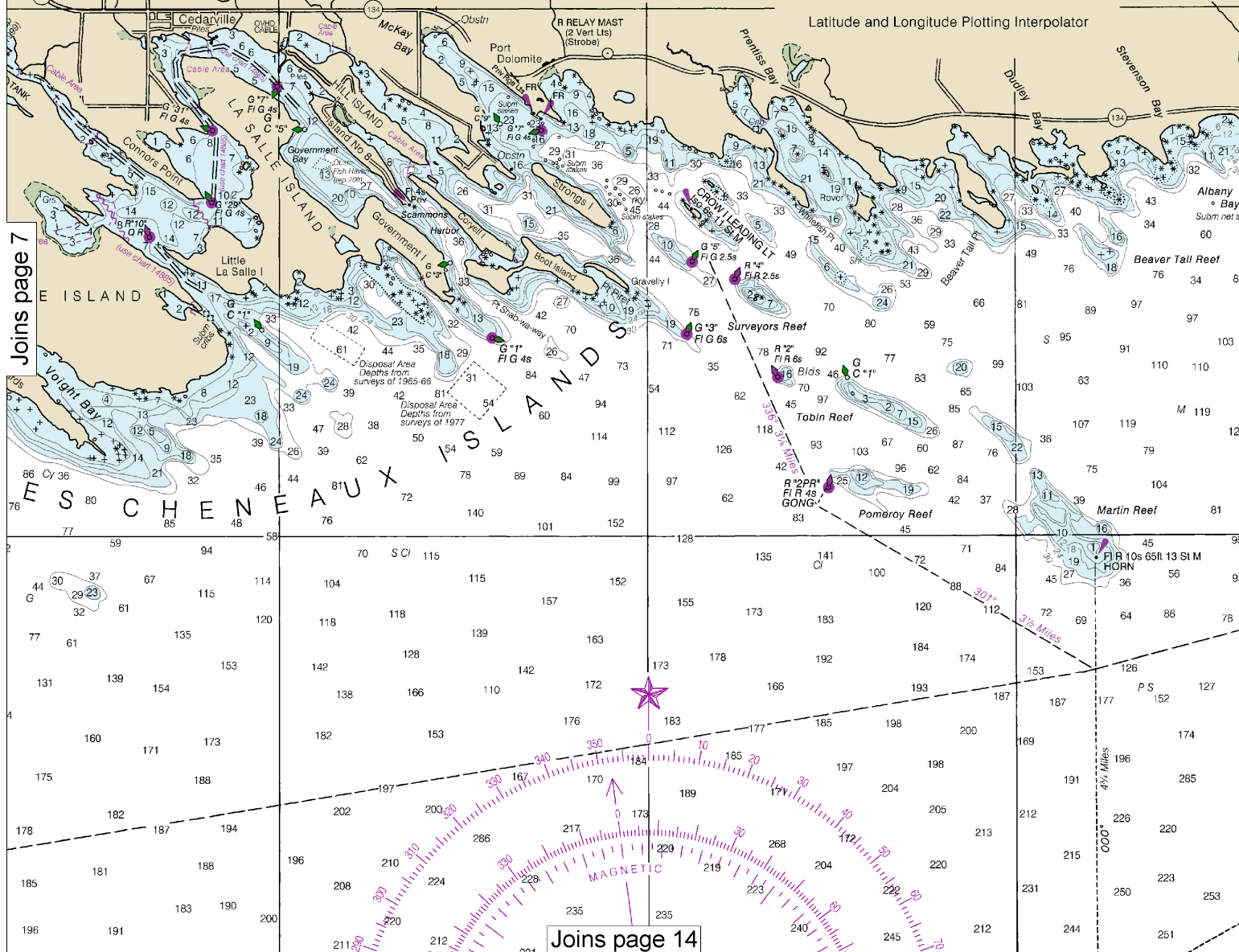
Cable Area

Covered wells may be marked by lighted or unlighted buoys.

A simple line drawing of a building footprint, which is a rectangle with a smaller rectangle attached to its right side. Below the building, a horizontal line represents a road. A wavy line representing a creek flows from the bottom left towards the bottom right, passing under the road. The creek is labeled "McKay Creek" in a handwritten style.

No copyright is claimed by the United States Government for Title 17 U.S.C. However, other nations may have rights on the compilation of data depicting the chart.

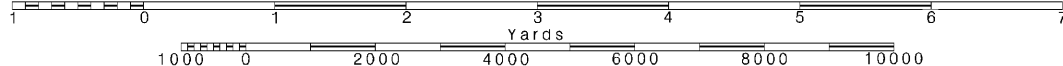
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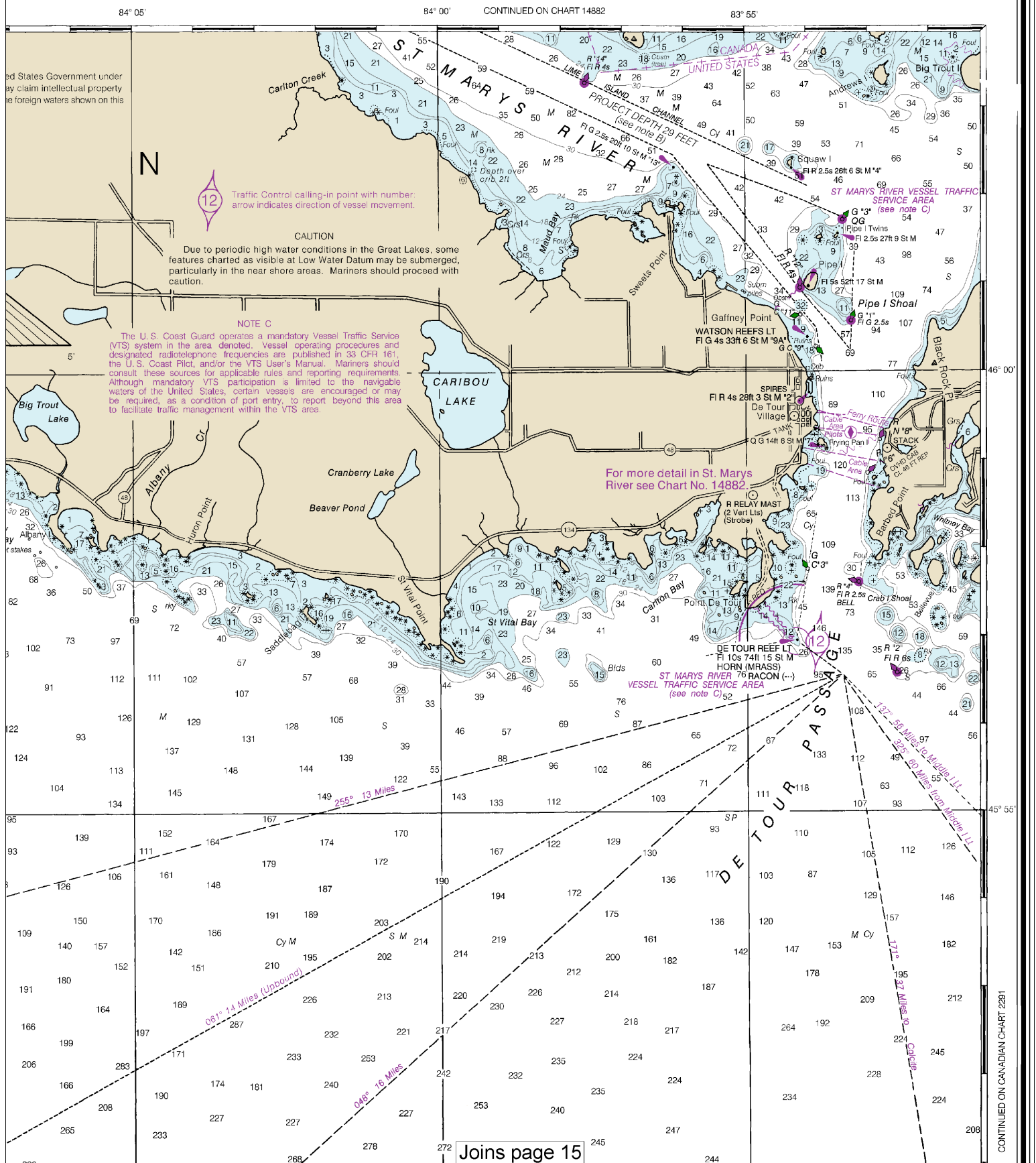


SCALE 1:80,000  
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.





Joins page 4



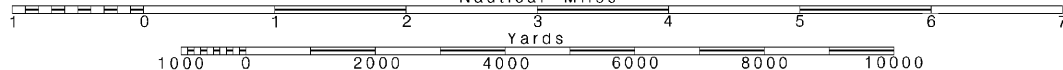
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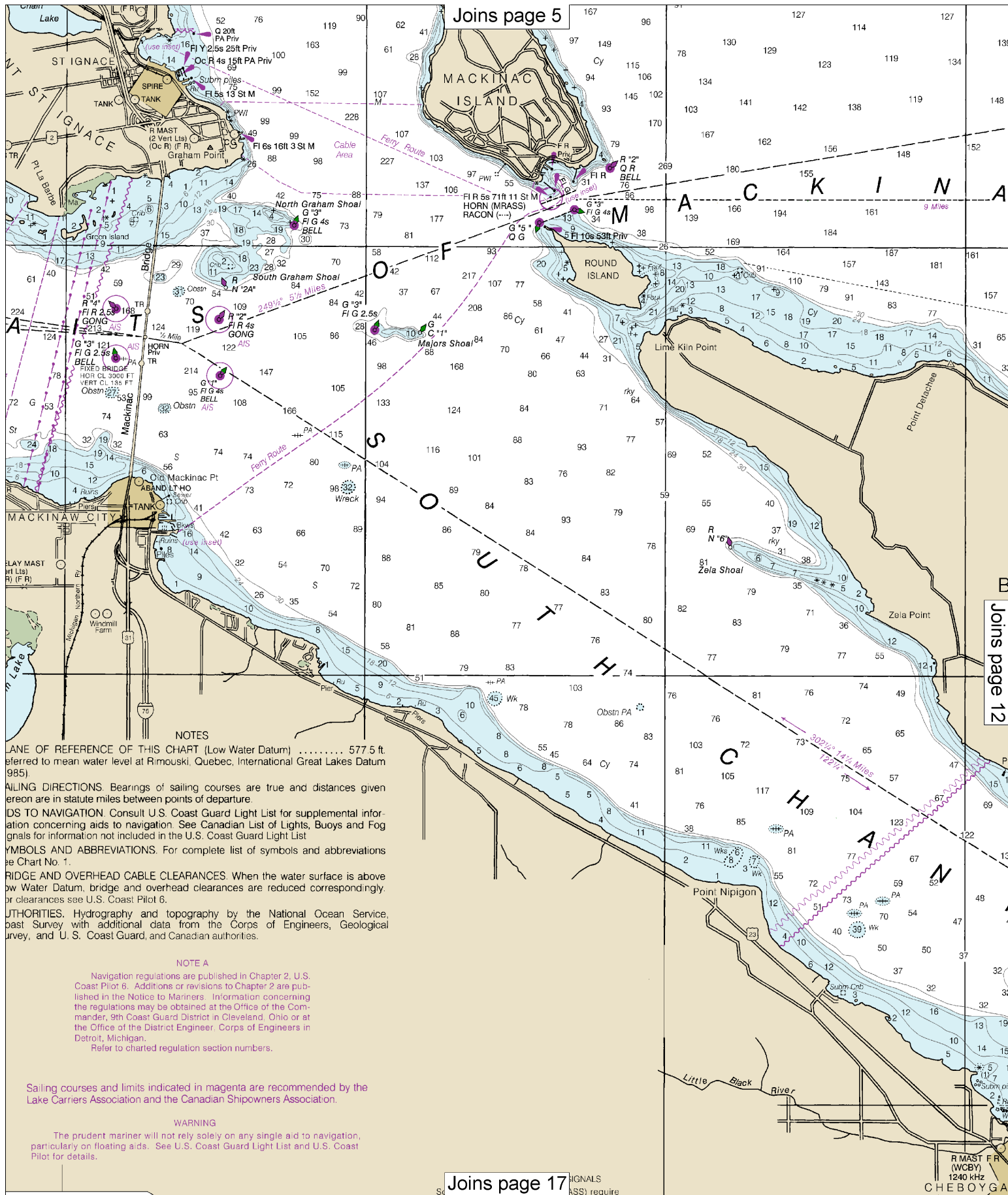
Note: Chart grid lines are aligned with true north.

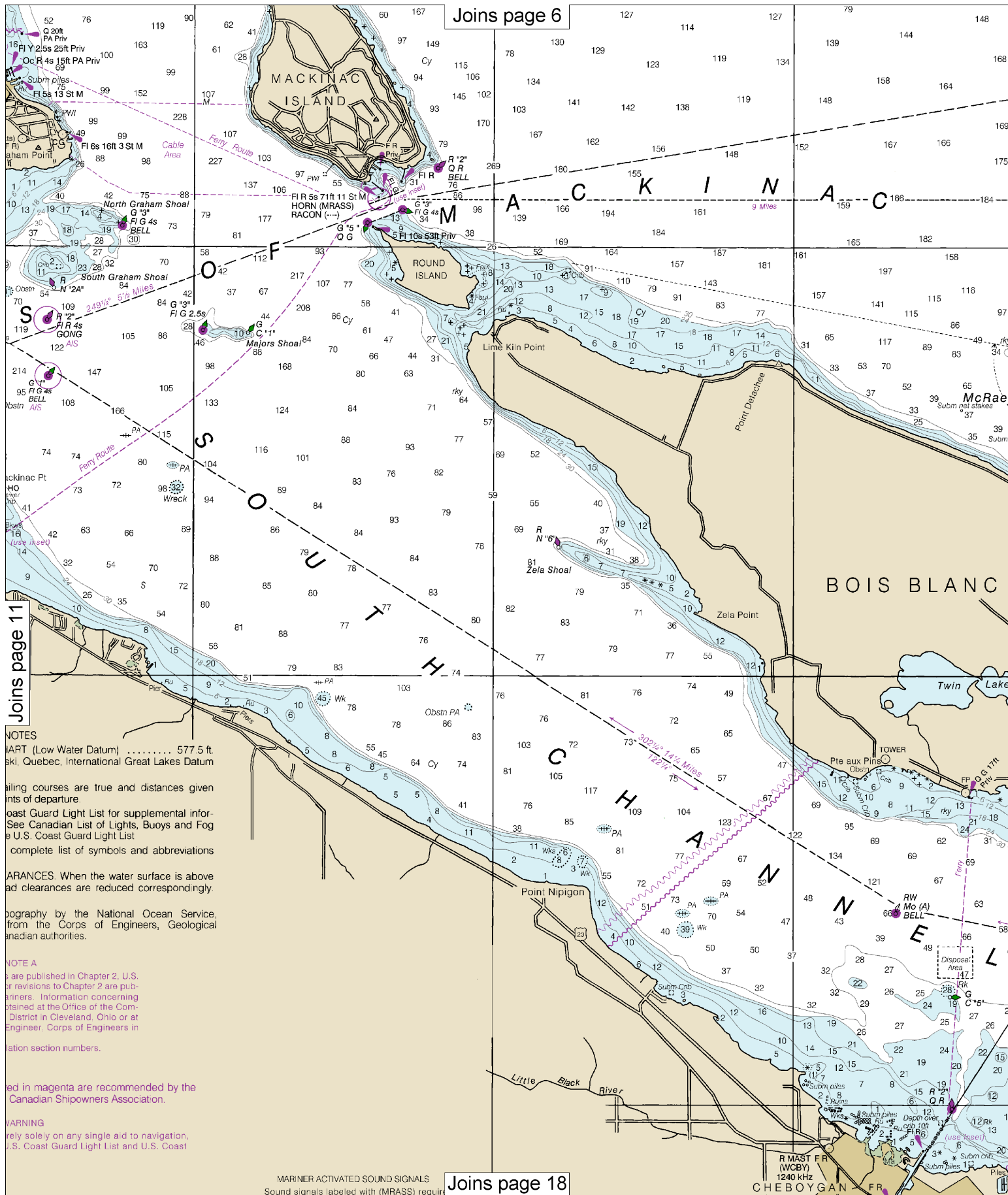
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

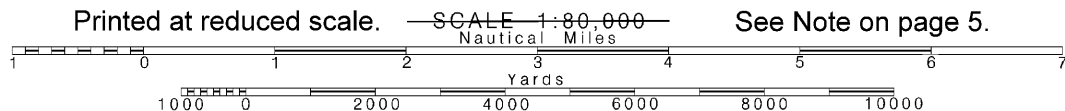






12

Note: Chart grid lines are aligned with true north.







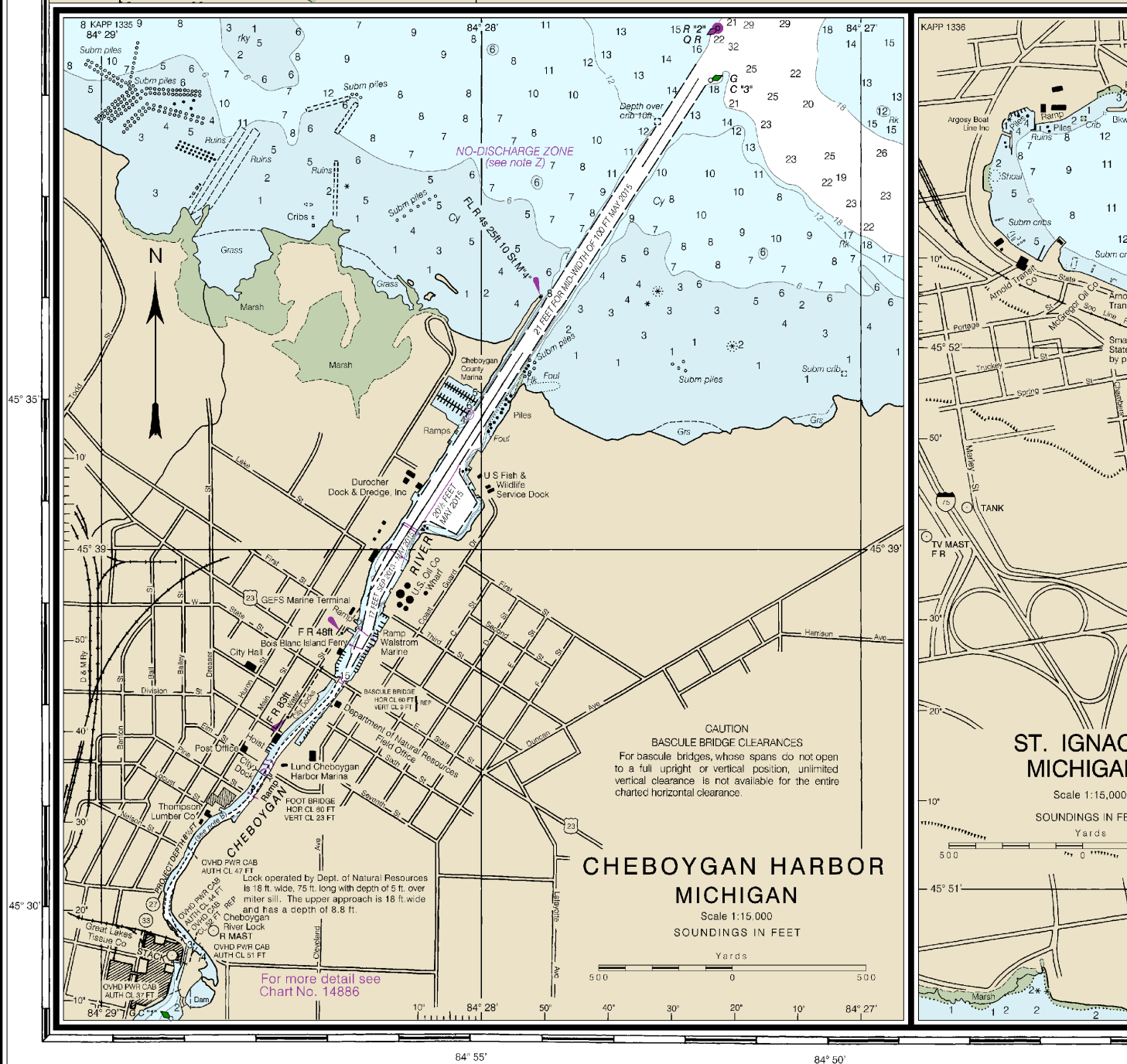


# WAUGOSHANCE POINT

Polyconic Projection  
Scale 1:80,000  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



34th Ed., Jun. 2014

## 14881

Last Correction: 12/15/2015. Cleared through:  
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

NOAA encourages users to submit inquiries, discrepancies or about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact>

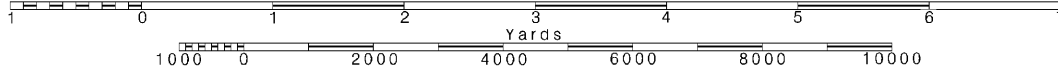
# 16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.



**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**MARINER ACTIVATED SOUND SIGNALS**  
Sound signals labeled with (MRASS) require user activation. See USCG Light List.

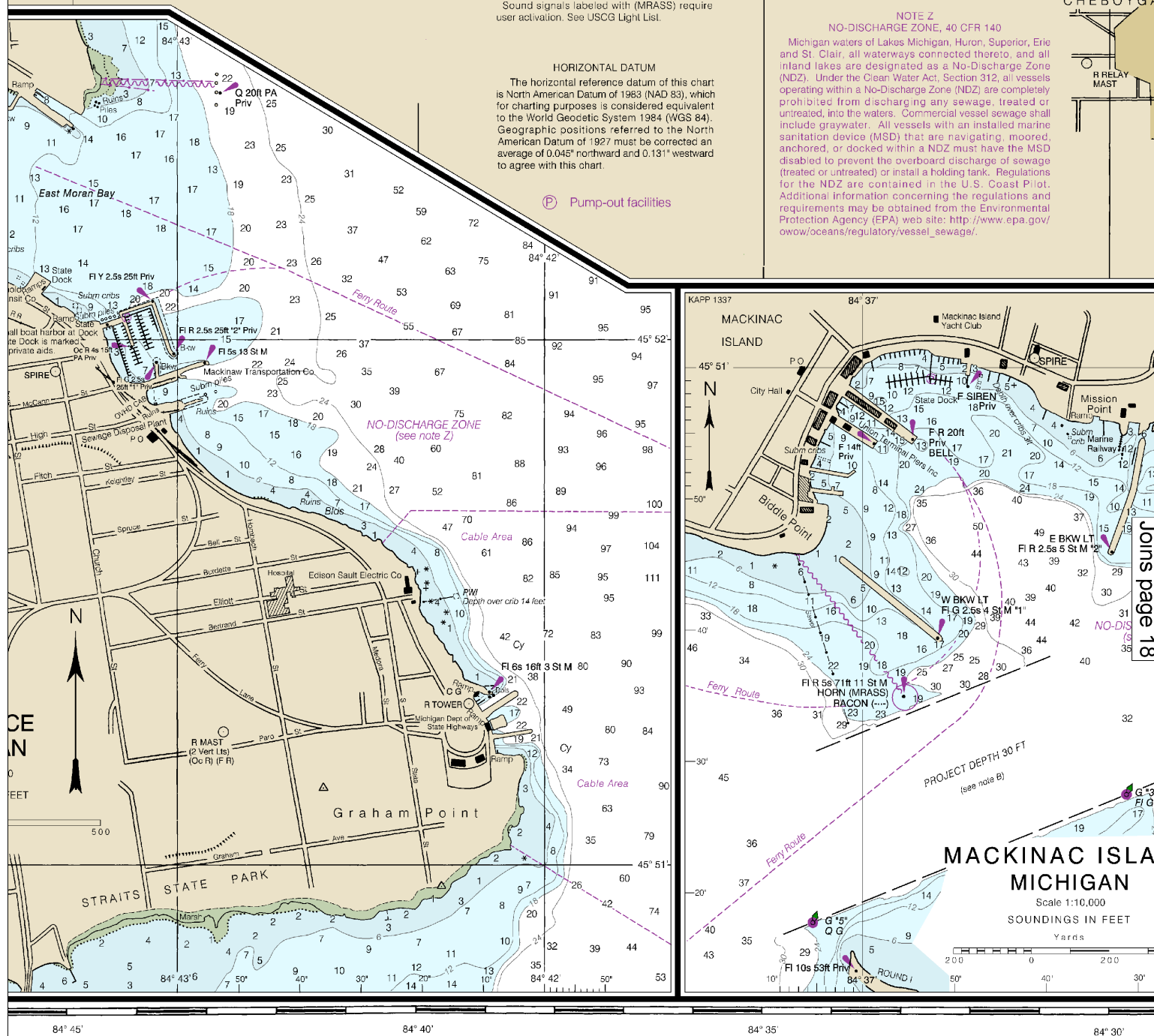
### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.045' northward and 0.131' westward to agree with this chart.

Ⓟ Pump-out facilities

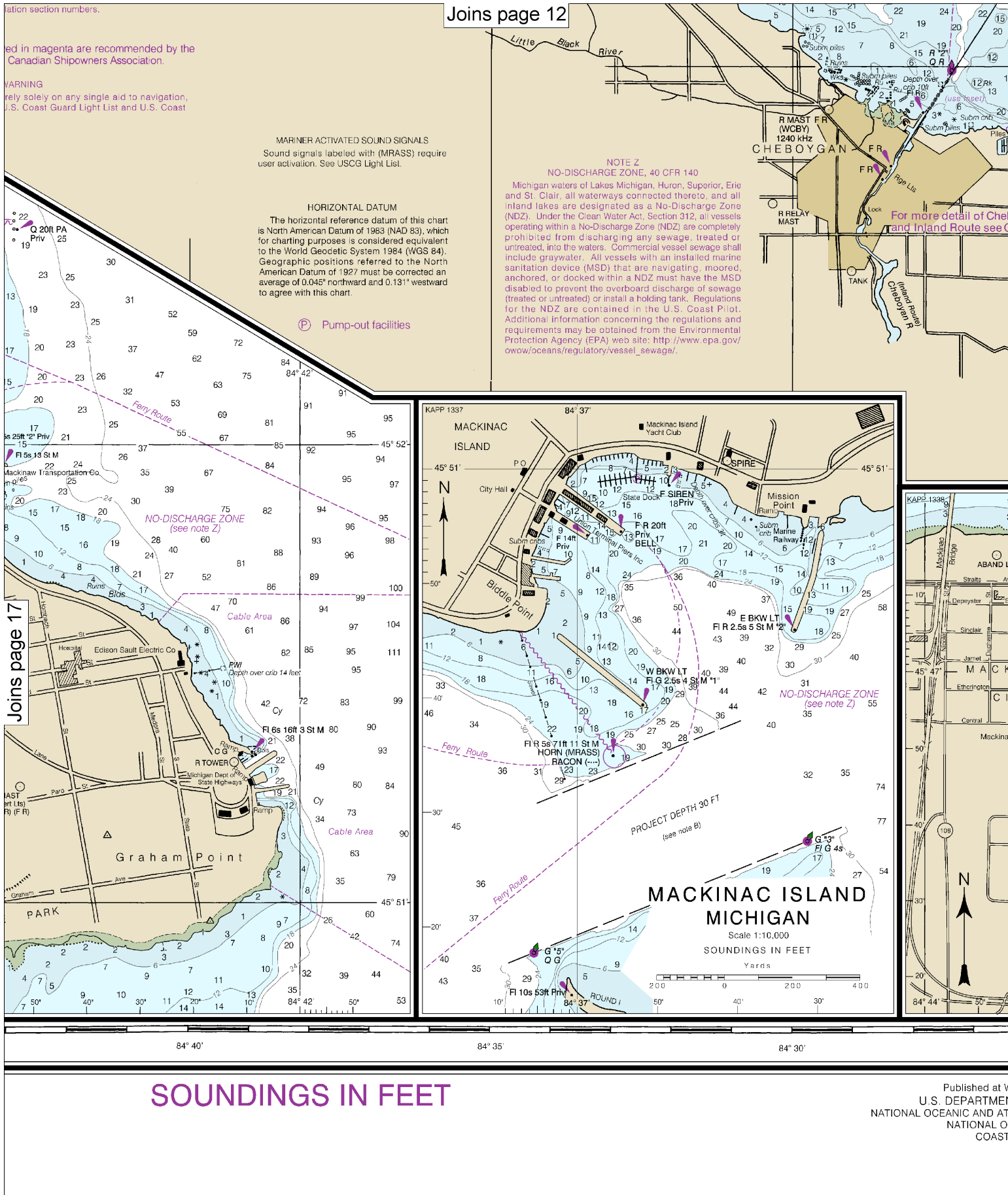
NOTE Z  
NO-DISCHARGE ZONE, 40 CFR 140

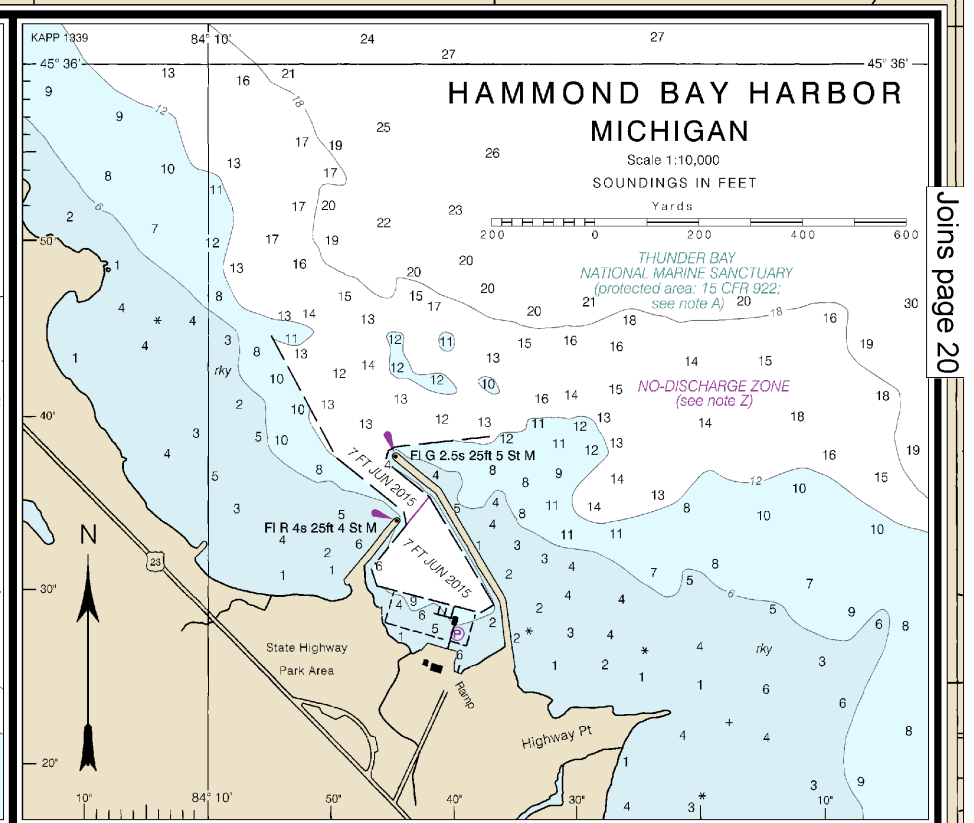
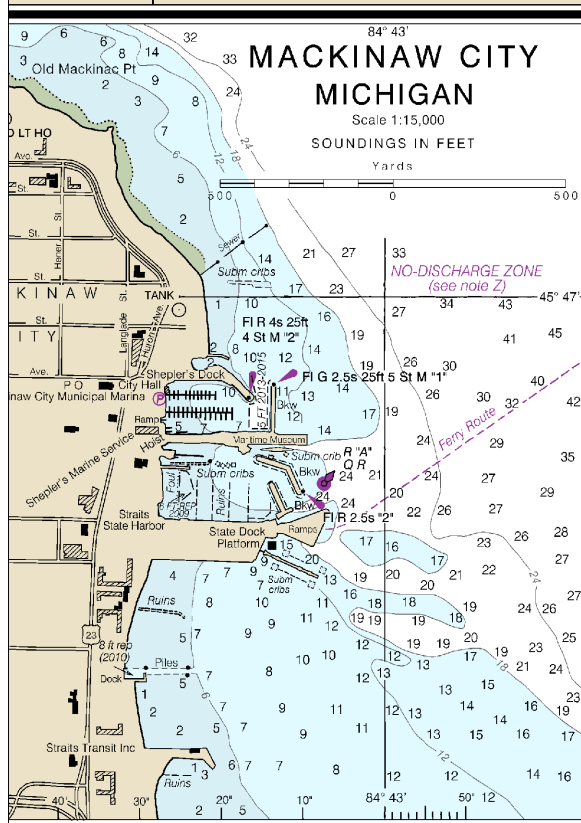
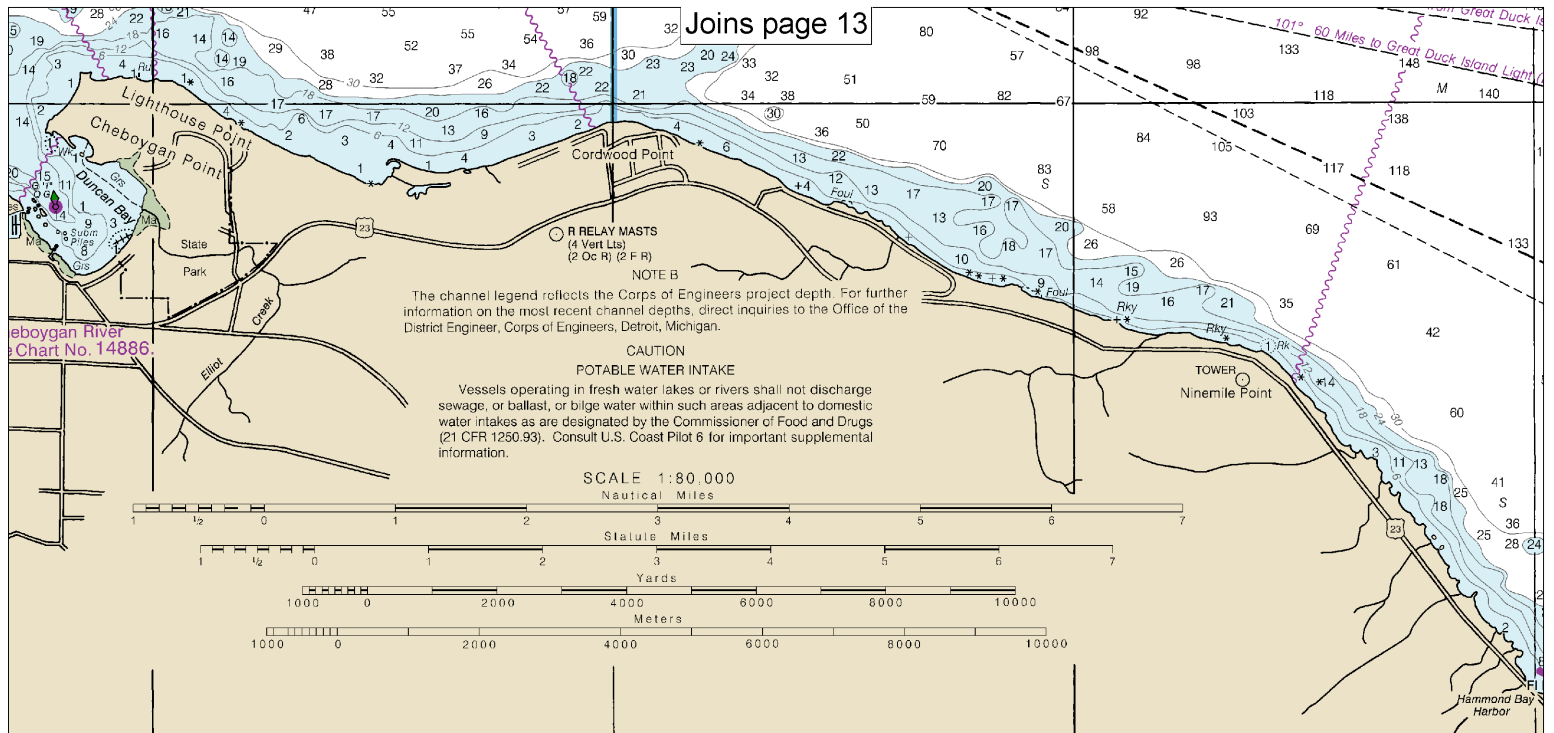
Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).



s or comments  
ntact.htm

## SOUNDINGS IN FEET

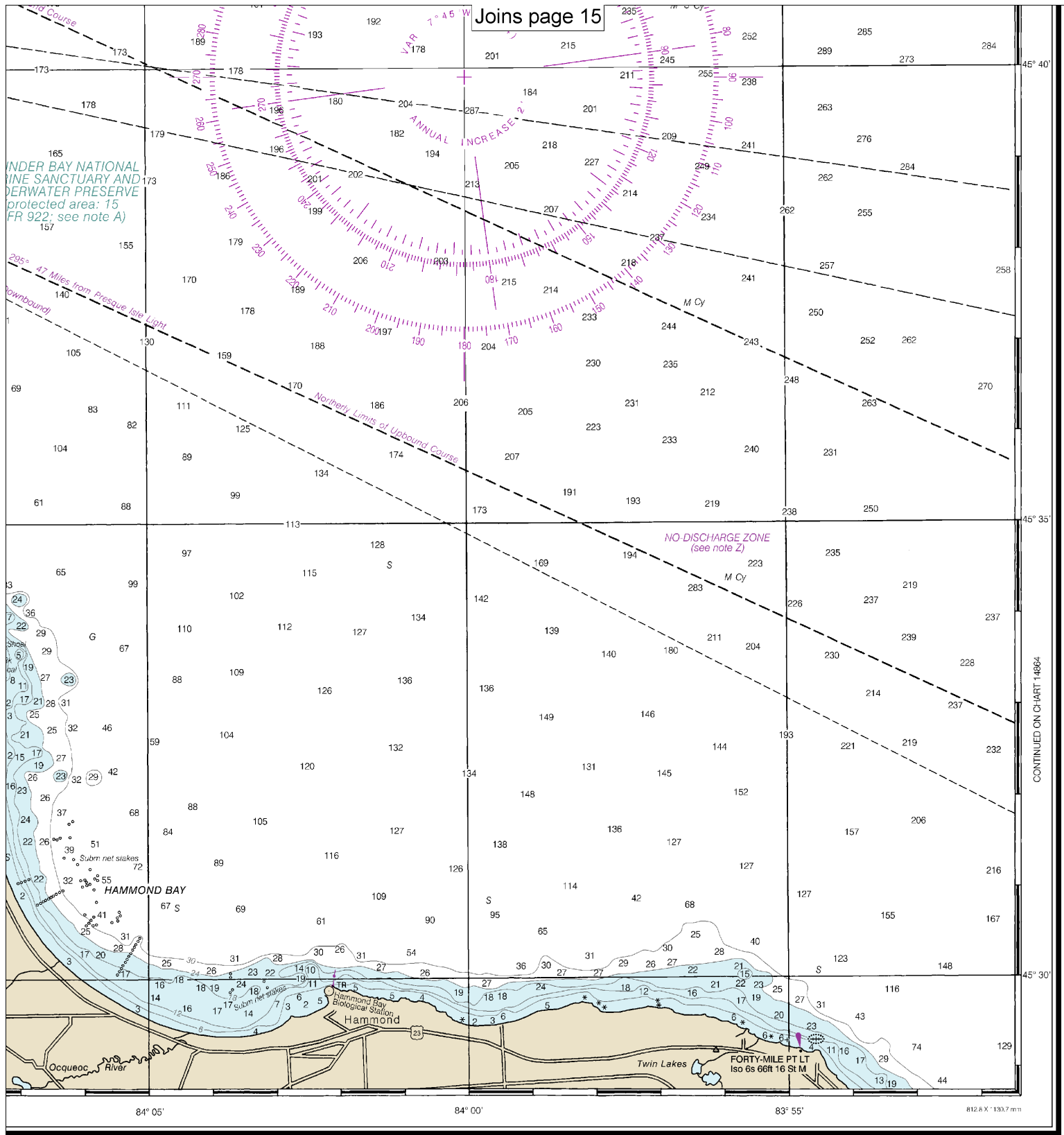




84° 25' 84° 20' 84° 15' 84°

Washington, D.C.  
DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
OCEAN SERVICE  
HYDROGRAPHIC SURVEY





MS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
I	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
RS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

De Tour Passage to Waugoshance Point  
SOUNDINGS IN FEET - SCALE 1:80,000

14881



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

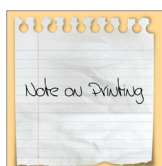
**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.